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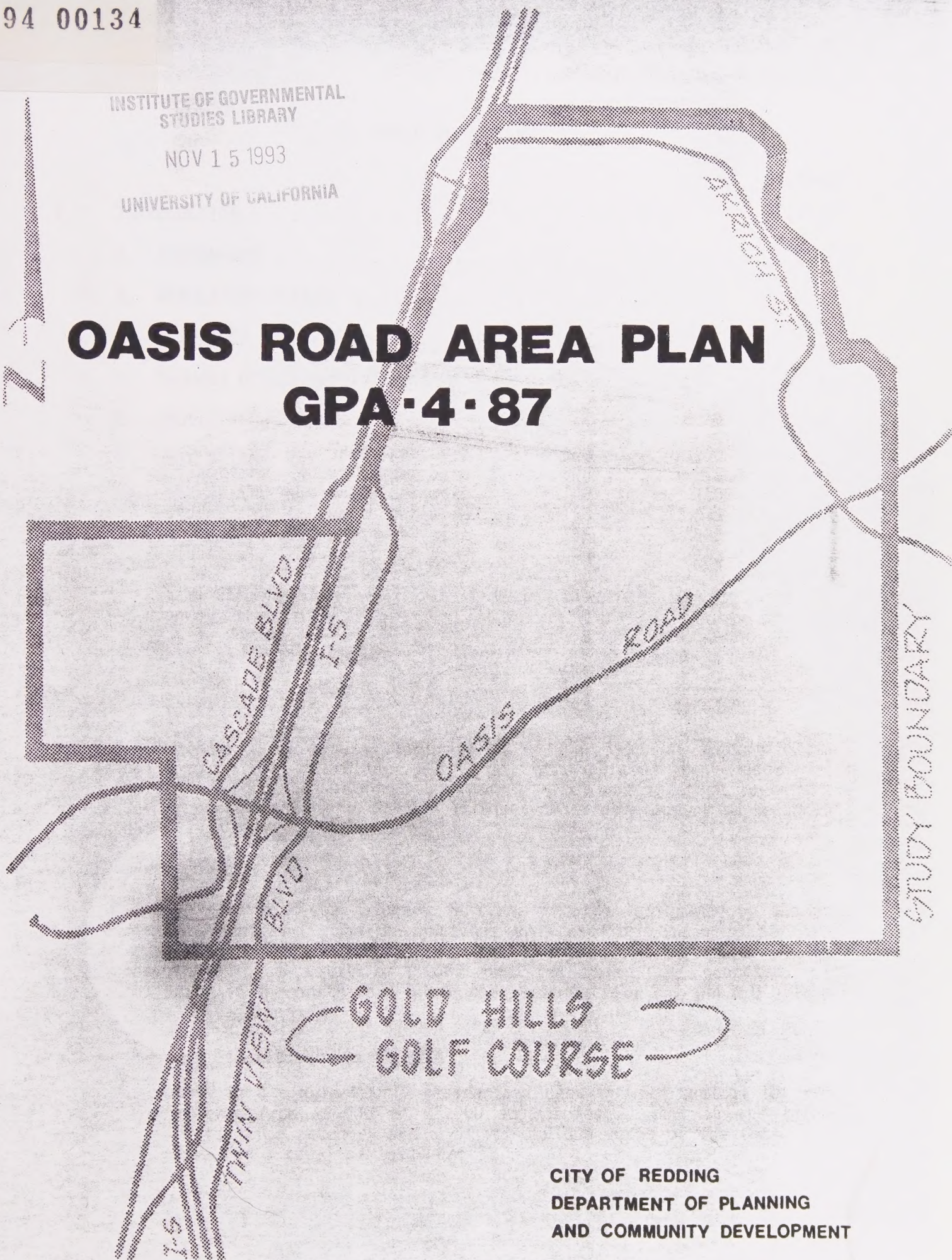
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UNIVERSITY OF CALIFORNIA

OASIS ROAD AREA PLAN

GPA-4-87



CITY OF REDDING
DEPARTMENT OF PLANNING
AND COMMUNITY DEVELOPMENT

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I. INTRODUCTION

A. BACKGROUND

In early April 1987, the City received two requests for amendment of the General Plan (GPA-4-87) in the area of Oasis Road, east of Interstate 5. The requests are described in detail in City of Redding EIR-1-87.

The City is also currently processing an annexation request (Annexation 86-4) comprising 238.31 acres located north of the City limits between Twin View Boulevard and Akrich Street, north of Oasis Road, in an area the City has not yet established a General Plan.

In order to establish a comprehensive planning guide to future private and public development in the area and to facilitate future annexations, the original boundary of GPA-4-87 has been expanded to include the area generally described as being south of Akrich Street, north of the Gold Hills golf course, west of Old Oregon Trail, and east and west of Interstate 5. The area is approximately equally divided between the City and County jurisdictions and comprises 1,794 acres (nearly three square miles).

The County's General Plan for the area outside the City is "Suburban Residential" allowing up to 3.0 units per acre if served by sewers. There is "Commercial" shown at the intersection of Oasis Road and Old Oregon Trail and along Twin View Boulevard. Figure 1 illustrates the combined City and County General Plan for the area.

City of Redding EIR-1-87 was prepared to address the environmental impacts associated with implementation of the Oasis Road Area Plan. Refer to that document for a more detailed description of annexation, environmental review, and General Plan history.

B. REGULATORY STATUS

The Oasis Road Area Plan will serve as a guide for future private and public development in the plan area. Periodic updating of the Area Plan will be necessary as conditions in the area change. Once adopted by the Redding City Council, any addition or deletion from the document will require the Redding Planning Commission and the Redding City Council to follow the same procedures as were used in adopting the plan originally.

A determination of consistency with the Area Plan will be the same as a determination of consistency with the General Plan. If there is a conflict between the Area Plan and the overall General Plan, the more restrictive standard or policy shall prevail. Through adoption as a General Plan amendment, the land-use pattern of the Area Plan is directly incorporated into the land-use map of the Redding General Plan, thereby superseding previous land-use designations for the plan area.

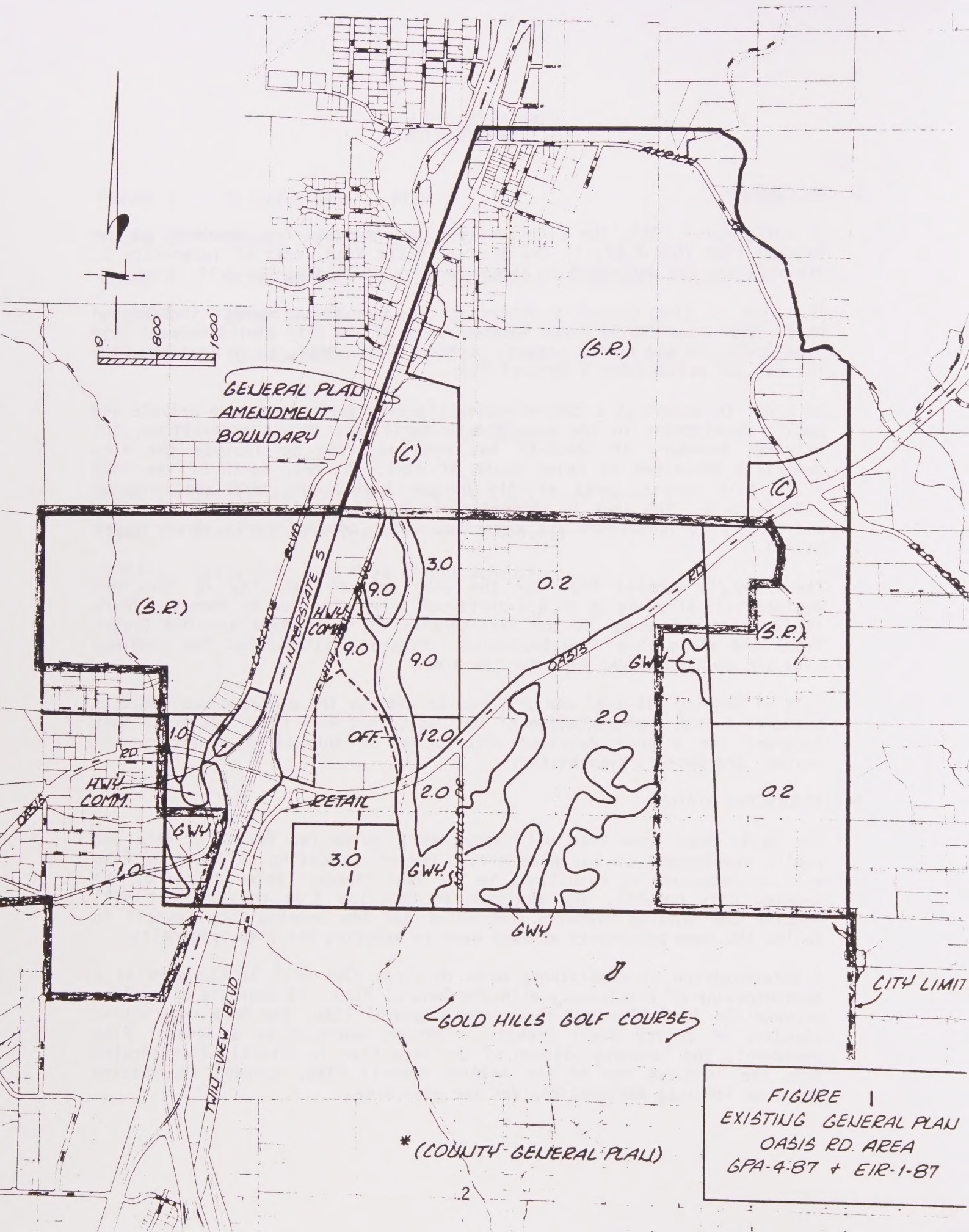


FIGURE 1
EXISTING GENERAL PLAN
OASIS RD. AREA
GPA-4-87 + EIR-1-87

*(COUNTY-GENERAL PLAN)

By adopting this plan, the City of Redding would amend its General Plan to include goals, policies, standards, and diagrams set forth in the document for the area covered by this plan. The plan provides long-range goals and proposals together with recommendations and standards for immediate action in the plan area.

The plan is a positive step taken to realize the full potential of the Oasis Road area. Paramount concerns are to ameliorate circulation and drainage problems, reduce potential urban/rural conflicts, establish a reasonable amount of commercial land within the plan area, to identify public facilities needed to serve the area, and to protect public health and safety.

While this plan sets forth many proposals for implementation, it does not establish new regulations or legislation nor does it rezone property. The preparation or amendment of any City ordinance, such as zoning, subdivision, housing, building, or other development control, must be enacted separately through the regular legislative process. In the absence of such regulations or when already adopted regulations clearly conflict with the Area Plan, the Area Plan shall act as a guide for the development of public and private projects and the making of findings of consistency until such time as new regulations are adopted to implement the plan. Regulations contained in this Area Plan do not apply outside of the plan area. However, as a follow-up to this plan, specific zoning will be proposed and additional area can be added to the plan through future amendment.

C. NATURE OF THE AREA PLAN

As part of the General Plan process, a city or county may choose to prepare area plans (also called area general plans, neighborhood plans, or community plans). Area plans, which are not the same as specific plans described in Government Code Sections 65450 et seq., are adopted as part of the General Plan in the same manner as elements. They can be adopted for the entire planning area or for only a small portion, as the need arises. Area plans allow specific local application of jurisdiction-wide policies and create a local forum for resolving conflicts among competing interests. They are extremely useful because they can be used to involve the residents of an area directly in shaping their own community.

Area plans can be used to further the goals and policies of the General Plan. Essentially, area plans are a further refinement of the General Plan and the implementation of its goals, objectives, and standards from a general context to a more precise development context. At a minimum, area plans should include the following elements:

1. Location and standards for land uses and facilities.
2. Locations and standards for streets or other transportation facilities.
3. Standards for population density and intensity and any necessary supporting services.

4. Standards for the conservation, development, and use of resources.
5. Provisions for implementing the seven mandated General Plan elements.
6. Other appropriate measures.

D. SUMMARY OF ENVIRONMENTAL IMPACTS

Mitigation measures to reduce significant impacts of the Oasis Road Area Plan are summarized below. In all cases, the mitigation measures are adequate to reduce the impacts to a level that they would not be considered significant from an environmental impact perspective. For a complete review, refer to EIR-1-87.

1. At build out of the study area, approximately 114,291 vehicle trips will be generated, which will impact the existing street network. Mitigation measures include construction of new roads and the upgrading and (in some cases) realignment of existing roads. The alternative would be to reduce overall densities to the point that many of the major traffic improvements may not be warranted.
2. A total of 1,762 elementary and 1,118 high-school students will be generated at build out of the study area. Most of the elementary school students (1,515) would be added to the Shasta Lake Union Elementary School District. The mitigation measure is the construction of one 10-acre school site within the study area. The alternative would be to reduce overall densities.
3. The high vehicular traffic volumes predicted will cause noise impacts on land adjacent to high-capacity streets and Interstate 5. Mitigation measures include creation of deep lots adjacent to streets, noise-insulation standards, and maintenance of normal working hours.
4. Presently, most of the study area is undeveloped and, as new construction occurs, the amount of open space will decrease. A spin-off is the loss of vegetation and wildlife habitat. It is important to insure that development occurs in a manner that is sensitive to areas, such as hillsides and creeks. Mitigation measures include designating floodplains and steep-slope areas as "Greenway," encouraging planned developments, and provision of neighborhood parks.

E. OBJECTIVES

The following objectives were determined to be of primary concern in the preparation of a plan for this area:

- . Establish a comprehensive planning guide to future public and private development in the study area.
- . Preserve the aesthetic qualities of the study area.
- . Provide adequate community services.

- . Provide a mixture of housing types and densities.
- . Provide an efficient circulation pattern.
- . Provide adequate commercial land for present and future regional shopping needs.
- . Provide residential areas for quality living.
- . Minimize land-use conflicts.
- . Minimize displacement of soil, amount of grading, and potential for erosion.
- . Preserve open space.
- . Minimize disruption of existing vegetation and wildlife resources.

F. ASSUMPTIONS

The Oasis Road Area Plan is based on the expectation that strong development growth pressures will occur in the plan area during the next 20 years. The Oasis Road area is located in Northeast Redding and is convenient to employment centers (Mountain Lakes Industrial Park, Central Redding), Shasta College, and to regional recreation amenities (Shasta Lake, Gold Hills golf course, etc.). The overall rate of growth for the Greater Redding Area and the expanded availability of sewers will be the major determinants of development within the planning area.

It is assumed that the entire area will be served by sewers with the construction of the Stillwater Treatment Plan. Presently, sewage disposal in the study area is either by City of Redding sewer, Shasta Dam Area Public Utility District (SDAPUD) within their boundary at Pine Grove, or by septic tank. Enlargements or additions to existing utility facilities in the area will be required and will generally be accomplished as development occurs.

The Oasis Road plan area comprises approximately 1,794 acres or nearly 3 square miles and vacant undeveloped parcels account for 1,592 acres or 89 percent of the total area. The estimated 1987 population within the area is 542 persons with about 20 percent residing in the City limits. The projected population based on the Area Plan is approximately 12,000 persons. Over the life of the plan, it is expected that the area will be approximately 70 percent developed. However, with the availability of sewer service to the area, it is expected that the Oasis Road area could well be one of the fastest growing areas of the Redding plan area.

Development at densities proposed by the plan will generate a significant increase in traffic volumes and will impact major arterials inside and outside the plan area. As the plan area develops, the upgrading of existing designated arterials and the construction of new designated arterial and collector streets will be necessary to provide adequate capacity and level of service for the projected volumes.

It is assumed that a regional shopping center will be constructed in the study area. The plan proposes a total of 160 acres for retail commercial purposes and the majority of this total (approximately 64 percent) is concentrated on undeveloped land at the intersection of Oasis Road and Twin View Boulevard. This is the most likely location for a future regional shopping center in the entire Redding plan area. The proposed plan also anticipates highway commercial uses geared to the traveling public concentrated along Cascade and Twin View Boulevards, north of Oasis Road.

In summary, the major assumptions made as part of the preparation of this plan are as follows:

1. There will be a demand for residential and commercial growth within the plan area.
2. The entire plan area will be served by sanitary sewers following the completion of the regional treatment plant.
3. A regional shopping center will be developed in the area of the Oasis Road/Twin View Boulevard intersection.
4. Highway commercial uses will develop along the Interstate 5 corridor north of Oasis Road.
5. Improvements to the existing circulation system and construction of new arterial and collector streets will be necessary to accommodate projected increases in traffic volumes.
6. Impacts from urbanization of the plan area can be mitigated to a reasonable level.

II. LAND-USE DESIGNATIONS AND IMPLEMENTATION

A. LAND USE

The Area Plan map depicts a parcel specific land-use pattern with each designation intended to be translated to existing or new zoning district regulations adopted by the City or County. Table 1 below presents a detailed listing of land-use classifications and acreages.

Table 1

Oasis Road Area Plan
Land-Use Classifications

<u>Classification</u>	<u>Acres</u>	<u>Units</u>
Residential, 2.0 units per acre	600	1,200
Residential, 3.0 units per acre	505	1,515
Residential, 4.0 units per acre	100	400
Residential, 6.0 units per acre	63	378
Residential, 9.0 units per acre	65	585
Residential, 12.0 units per acre	49	588
Office	20	
Retail Commercial	160	
Highway Commercial	70	
Service Commercial	8	
Public or Institutional	17	
Greenway	<u>137</u>	
Total	1,794	4,666

The following is a general description of the land-use classifications established on the Area Plan. (It is not intended that these descriptions establish land-use regulations, but rather, they are intended to give the reader or property owner a concept of the type of development to reasonably expect within the classification.)

1. Residential

The largest land-use category in terms of area designated by the plan is "Residential." The designations are described in units per gross acre ranging from 2.0 units per acre to 12.0 units per acre. At full development, a total of 5,083 dwelling units are proposed. The majority of the units will be in the "Residential, 2.0 and 3.0 unit per acre" categories.

a. 2.0 dwelling units per acre.

This is a single-family residential density with typical lot sizes ranging from 15,000 to 22,000 square feet. This is the largest residential category and accounts for 600 acres of the total study area for a total of 1,200 units.

b. 3.0 dwelling units per acre.

This is a single-family residential density with lots generally ranging from 9,000 to 12,000 square feet in area. This designation is intended for conventional single-family subdivision development in areas of flat to moderate slope. The plan proposes 505 acres in this category for a total of 1,515 units.

c. 4.0 dwelling units per acre.

This is a single-family residential density with lots generally ranging from 6,000 to 8,000 square feet. This designation is suitable for areas of flat to slight slope. The plan proposes 100 acres in this category for a total of 400 units.

d. 6.0 dwelling units per acre.

This is a transition classification that can be developed as small lot, single-family residential; duplexes; planned-unit development; low-density multiple-family apartments; and mobile-home parks in appropriate areas. This classification is suitable for areas of flat to slight slope, depending upon the form of development. The minimum lot size for single-family homes would be 6,000 square feet and for duplexes or multiple-family developments would average about 12,000 square feet. The plan proposes 63 acres in this category for a total of 378 units.

e. 9.0 dwelling units per acre.

This is a low-density multiple-family classification suitable for duplexes, apartments, dwelling groups, planned developments, condominiums, or mobile-home parks. Minimum lot sizes for duplexes and apartments should average about 10,000 square feet. The plan proposes 65 acres in this category for a total of 585 units.

f. 12.0 dwelling units per acre.

This is a multiple-family density for apartments, dwelling groups, planned developments, and condominiums. The lot size should average about 10,000 square feet. The plan proposes 49 acres in this category for a total of 588 units.

Policies

In addition to the residential density designations, the following residential policies apply within the plan area:

- (1a) Apply existing City (as annexation occurs) and County zoning regulations appropriate to designated Area Plan densities.
- (1b) Subdivision, parcel map, and use permit approvals shall require necessary right-of-way dedications and street improvements to provide public street access to the developing property.

- (1c) Single-family lots shall not front on arterials.
- (1d) Parcels developing without sewer or water service shall meet Shasta County Health Department standards for septic disposal and wells.
- (1e) Greenway areas consisting of slopes in excess of 20 percent and/or 100-year floodplain shall be deducted when computing allowable residential densities.
- (1f) Planned developments may be granted density bonuses pursuant to the following schedule if the property is adjacent to an arterial and if the findings listed in Section 18.36.050 of the City Code are in evidence:

<u>Area Plan Density Units/Acre</u>	<u>Maximum Planned Development Density (Units/Acre)</u>
2.0	3.0
3.0	4.2
4.0	5.0
6.0	8.4
9.0	12.0
12.0	14.5

- (1g) Residential development adjacent to Interstate 5 or an arterial street, as designated by this plan, shall require a noise impact analysis considering existing and projected traffic volumes and application of appropriate noise mitigation measures and uniform fence treatment.
- (1h) Large multiple-family residential projects consisting of 75 or more units shall follow the design standards listed in Appendix A.
- (1i) Provide deeper than normal single-family lots adjacent to arterials or freeways.

2. Office

The "Office" category is intended to delineate sites for professional and business offices and personal-service businesses along with appropriate and compatible accessory uses. The "Office" designation is also considered as a transitional area between commercial and residential properties. The Area Plan designates 20 acres as "Office" in the following three locations:

- . West of Interstate 5--north of Oasis Road on the west side of the planned relocation of Cascade Boulevard and adjacent to Churn Creek Road.
- . West of Interstate 5--north of Oasis Road, between Interstate 5 and Cascade Boulevard.
- . East of Interstate 5--north of Oasis Road between the planned extension of Churn Creek Road and Salt Creek.

Policies

- (2a) Apply appropriate City "Office" zoning classifications.
- (2b) Multiple-family dwellings should be limited within the "Office" classification to a density not exceeding 1.0 unit per 4,000 square feet of land area.
- (2c) The maximum building height is 40 feet; however, when adjacent to single-family residential districts, building heights shall be limited to one story within 30 feet of the adjoining property line.

3. Retail Commercial

The "Retail Commercial" classification is intended to provide properly located areas to serve the convenience shopping needs of people living in and using the plan area. The Oasis Road Area Plan proposes 160 acres of commercial with 102 acres concentrated around the east side of the intersection of Oasis Road and Twin View Boulevard to accommodate a regional shopping center. One of the major objectives of the Area Plan is to preserve land for a future shopping center providing regional/community-wide consumer services. The remaining land designated "Retail Commercial" is distributed throughout the plan area and is located on arterial streets to provide optimum access and minimal disruption to residential areas.

Policies

- (3a) Existing parcels designated "Retail Commercial" located between Twin View Boulevard and Salt Creek and south of Oasis Road shall not be further subdivided until adequate assurances exist that a regional shopping center comprising at least 100,000 square feet will be developed.
- (3b) Apply appropriate City or County retail or neighborhood commercial zoning classification.
- (3c) Multiple-family dwellings shall be limited within the "Retail Commercial" classification to a density not exceeding 21.0 units per acre if zoned "C-2" or 9.0 units per acre if zoned "C-1."
- (3d) The minimum building setback adjoining arterial streets or open-space areas is 15 feet. The minimum building setback from Interstate 5 is 30 feet. When adjacent to a residential district, the minimum building setback is 20 feet. The setback areas are to be fully landscaped and permanently irrigated.
- (3e) The maximum building height is 40 feet except when adjoining a residential district, in which case the building height shall not exceed 20 feet within 50 feet of the adjoining property line.
- (3f) Roof-mounted signs shall not extend above the roof peak or mansard.

- (3g) The number of detached signs should be restricted to one per parcel and monument signs should be encouraged.
- (3h) Common driveways should be encouraged and outside display discouraged.

4. Service Commercial

The "Service Commercial" classification provides appropriate locations for commercial activities not suitable for retail commercial areas or directly related to serving residential areas. Service commercial uses include auto and truck repair, mini-warehouses and storage yards, wholesale and distribution centers, wood fabricating, and construction supply yards. The uses allowed in this classification often require screening from adjacent streets and properties. Access needs for large trucks and other heavy equipment are a consideration in the siting of service commercial uses as well as potential impacts of noise, odor, glare, and dust. Residential uses are not appropriate within the "Service Commercial" classification.

The Oasis Road Area Plan proposes eight acres of land classified as "Service Commercial" along Twin View Boulevard south of Poppy Lane in the Pine Grove area. The "Service Commercial" classification generally reflects the existing land uses in the area. These properties are highly visible from Interstate 5 and are separated from nearby residential parcels by the 100-year floodplain of Salt Creek and a steep bluff.

Policies

- (4a) Implement zoning consistent with the "C-6" Limited Service Commercial District or "C-3-F" Service Commercial District utilized by the City of Redding or "C-M" Heavy Commercial - Light Industrial District utilized by Shasta County. These districts are utilized to provide suitable locations for limited service commercial uses that, through design and performance standards, will not substantially impact adjoining residential uses.
- (4b) The maximum building height is 40 feet.
- (4c) Roof-mounted signs shall not extend above the roof peak or mansard.
- (4d) The minimum front-yard building setback is 10 feet and the minimum setback from the 100-year floodplain of Salt Creek is 15 feet. The minimum building setback from Interstate 5 is 30 feet. The front-yard setback areas are to be fully landscaped and permanently irrigated.
- (4e) Exterior storage, other than employee and customer parking, shall be screened by a solid board fence, masonry wall, or dense planting.

- (4f) Noise levels within the "Service Commercial" classification shall not average more than 65 dB during any 15-minute testing period as measured at the affected property line from 7 a.m. to 10 p.m. or 55 dB from 10 p.m. to 7 a.m.
- (4g) Uses in the "Service Commercial" classification shall not cause noise levels in surrounding residential districts to average more than 60 dB during any 15-minute testing period as measured at the affected property line from 7 a.m. to 10 p.m. or 50 dB from 10 p.m. to 7 a.m.
- (4h) Restrictions on days and hours of operation, building orientations, wall materials, and door openings may be imposed on any discretionary permit as necessary to reduce noise impacts on surrounding properties.
- (4i) Buildings and roofs shall be of nonreflective materials and colors. All high-intensity on-site lighting shall be shielded so that the source of illumination is not visible from adjacent streets and residential properties. Pitched, gable, and hip roofs are to be encouraged.
- (4j) Multiple-family uses are not permitted.

5. Highway Commercial

The "Highway Commercial" classification is intended as a refinement of the "Retail" category to reflect the special commercial needs of the traveling public. Appropriate uses in this classification would include motels, hotels, restaurants, service stations, and other tourist-serving accommodations.

The Oasis Road Area Plan proposes 70 acres of "Highway Commercial" land in the following two areas:

- . West of Interstate 5--between Cascade Boulevard and Interstate 5, north of Oasis Road.
- . East of Interstate 5--between Twin View Boulevard and Interstate 5, north of Oasis Road.

Policies

- (5a) Implementing zoning for the "Highway Commercial" classification should be the "U" Unclassified District so as to restrict the range of permitted uses to those geared toward the traveling public.
- (5b) The maximum building height shall be established by use permit.
- (5c) Roof-mounted signs shall not extend above the roof peak or mansard.
- (5d) The minimum front-yard and side-yard building setback is 15 feet. The minimum building setback for Interstate 5 is 30 feet. The setback areas are to be fully landscaped and permanently irrigated.

- (5e) All high-intensity on-site lighting shall be shielded so that the source of illumination is not visible from adjacent streets and residential areas.
- (5f) Multiple-family uses are not permitted.
- (5g) Roadside stands, outside sales, display, or storage activities are prohibited.
- (5h) The City should establish a highway commercial district.
- (5i) High-quality building and site design is to be encouraged.
- (5j) The minimum parcel size shall be one acre.
- (5k) The number of detached signs should be restricted to one per parcel and monument signs should be encouraged.

6. Public or Institutional

This classification consists of public and quasi-public uses, including but not limited to schools, government offices, government services and facilities, fire stations, hospitals, cemeteries, wastewater treatment facilities, airports, and domestic water-storage facilities or landfills.

In the plan area, existing public or institutional uses include a park, a fire station (Central Valley Fire District), a Bella Vista Water District pump station, and a California Highway Patrol station.

Public or institutional uses and the manner in which they are introduced into the community have a considerable influence on the image of the City and of the entire planning area. Further, such uses are often in or near residential areas, and care needs to be exercised in the siting of buildings, parking areas, playfields, landscaped areas, and the scale of the facility in regard to the context of the area in which they are located.

Some public and institutional facilities can generate considerable traffic--both vehicular and pedestrian. As such, their siting and methods of providing access and adequate off-street parking need to be given special attention.

The noise-generating functions of some of these uses may also require space separation and landscaped buffers between noise-generating parts and their neighbors, particularly where adjacent property is used for residential or other more restrictive uses.

The major proposed public or institutional addition to the plan area is a ten-acre elementary school site in the vicinity of the intersection of the planned extensions of Shasta View Drive and Twin View Boulevard.

Policies

- (6a) Provide a ten-acre school site within the plan area to be located at the intersection of the planned extensions of Shasta View Drive and Twin View Boulevard.
- (6b) Refer subdivision proposals to school districts for review and comment.
- (6c) Neighborhood parks shall be developed in the residential areas as per Chapter 17.42 of the Redding City Code.
- (6d) Where land is dedicated for a park, pursuant to Chapter 17.42, the residential credit for the dedicated area may be transferred to the remainder of the subdivision, provided the intent of the General Plan and zoning is retained.

7. Greenway

"Greenway" is open space consisting of the 100-year floodplain of Salt Creek, Churn Creek, Moody Creek, Newtown Creek, Dry Gulch Creek, and land with a slope in excess of 20 percent. The floodplain is based upon the FEMA mapping prepared for Shasta County and areas with slopes in excess of 20 percent are based on the best available topographic map. The basic intent of the designation is to protect the riparian habitat of the creeks and to discourage development that could be endangered by flooding. "Greenway" also benefits a plan area by providing relief from urbanization, buffering various land-use activities, and can be used for a trail system or other passive recreational uses if acquired by the public. Because of these values, greenways should not be urbanized or defaced and some public access should be strived for.

Policies

- (7a) Application of floodplain zoning regulations within the 100-year floodplain of Churn Creek, Salt Creek, Newtown Creek, Moody Creek, and Dry Gulch Creek.
- (7b) Dedication to the public of open space consistent with the "Greenway" designation of the Area Plan shall be required as a condition of development approval on parcels adjacent to the plan area creeks.
- (7c) Stream channels are to be designed to pass a 100-year flood with sufficient freeboard.

B. TRAFFIC AND CIRCULATION

At full development, the study area will generate approximately 114,291 vehicle trips per day (ADT - average daily traffic). A traffic analysis is presented in Appendix C of EIR-1-87. The area is traversed by Interstate 5 and a network of streets that are basically two-lane roads. A description of the roads follows and figure 2 displays current traffic counts provided by the City, Shasta County, and Caltrans.

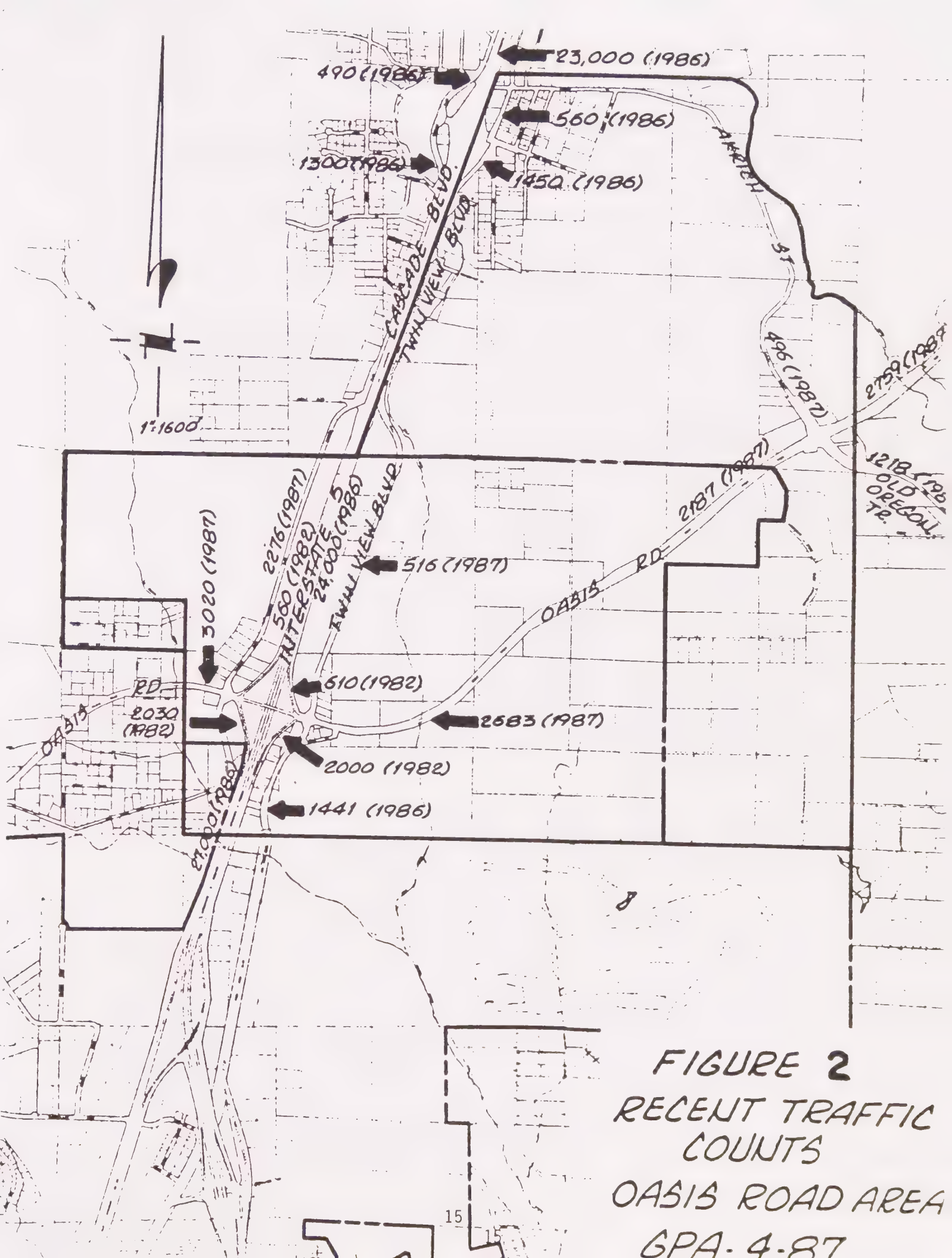


FIGURE 2
RECENT TRAFFIC
COUNTS
OASIS ROAD AREA
GPA-4-87

Interstate 5 is a four-lane freeway in good condition and constructed to interstate standards. Interchanges exist at Oasis Road and Pine Grove Avenue, which are the approximate north and south limits of the study area.

Oasis Road is a two-lane roadway, basically 28 feet wide. This road passes through the study area and is the existing primary collector for traffic. Even though this road is two lanes, sufficient right-of-way exists for a much higher standard roadway.

Cascade Boulevard is a two-lane frontage road which parallels Interstate 5 on the west. For the most part, the road is in good condition and has been well maintained. As a frontage road, it functions as a collector distributor for developments in the western study area.

Twin View Boulevard is a two-lane frontage road which parallels Interstate 5 on the east. Although there are some deficiencies, the road is serving the low volume of traffic satisfactorily.

Akrich Road is a two-lane road serving the study area on the northern boundary and the eastern boundary to Oasis Road. Although deficient in several areas, it is adequately serving the low volume of traffic at the present time.

Pine Grove Avenue is basically an interchange overcrossing which then converts to a minor street, primarily serving a pocket of residential development to the east. Shasta County has a plan line for its extension to the west, but a plan line for an easterly extension has not been made.

Current traffic counts are well within existing road capacities at service level "C", assuming a two-lane road can carry 8,000 vehicles and a four-lane freeway 50,000 vehicles (ADT), as expressed in the Redding Circulation Element (1985). The projected traffic volumes, however, show a substantial increase. Table 2 compares existing and projected traffic counts.

Table 2
Existing and Projected Traffic Volumes

<u>Location</u>	<u>Existing Traffic</u>	<u>Projected Traffic</u>
Oasis Road:		
West of Interstate 5	3,000	15,000
East of Interstate 5 and west of proposed Shasta View Drive	2,683	24,000
East of Shasta View Drive and west of Old Oregon Trail	2,187	10,000
East of Old Oregon Trail	2,759	6,000

Twin View Boulevard:		
North of Oasis Road	516	6,000
South of Oasis Road	1,441	4,000
Between existing street section and Lema Avenue	---	2,400
Cascade Boulevard:		
North of Oasis Road	2,276	13,000
Akrich Street:		
North of Oasis Road	496	---
Between Oasis Road and Pine Grove Avenue	---	16,000
Shasta View Drive:		
North of Oasis Road	---	8,000
South of Oasis Road	---	14,000
Churn Creek Road:		
North of Oasis Road	---	8,000
South of Oasis Road	---	11,000
Old Oregon Trail:		
South of Oasis Road	1,218	11,000
Interstate 5/Oasis Road Interchange:		
Northbound off-ramp	2,000	17,000
Northbound on-ramp	610	5,000
Southbound off-ramp	560	5,000
Southbound on-ramp	2,030	18,000

The Redding Circulation Element discusses the need to widen Oasis Road and upgrade the Interstate 5 interchanges at Oasis Road and Pine Grove as follows:

Oasis Road - Old Oregon Trail to Lake Boulevard - This street should be widened and upgraded to a four-lane urban street. The two-lane overcrossing at Interstate 5 will likely require signalization at the interchange ramps and relocation of Twin View Boulevard to provide for signalization of the off-ramps.

Oasis Road - The northbound off-ramp may require widening to allow storage for peak-hour traffic queues. (Five-lane overcrossing with diamond interchange.)

Pine Grove Avenue - Traffic generation from the Shasta County General Plan update for the next 20 years and proposed land-use densities will probably require major improvements at this interchange.

In addition, the following major circulation improvements are proposed within the plan area:

- a. Northerly extension of Shasta View Drive from south of the study area to Oasis Road as a major arterial.

- b. Northerly extension of Shasta View Drive as a collector street from Oasis Road to a future collector street connecting Twin View Boulevard to Leona Avenue.
- c. Easterly extension of Pine Grove Avenue to Akrich Street as a collector street.
- d. Northerly extension of Churn Creek Road from south of the study area to Twin View Boulevard as a major arterial.
- e. Realignment of the connections of Cascade Boulevard/Oasis Road and Twin View Boulevard/Oasis Road farther to the west and east, respectively, from Interstate 5.

Table 3 summarizes the existing and future roadway standards of the major streets within the plan area and cross sections of the standards are illustrated in Appendix B.

Table 3

Street Schedule

	Existing Right-of-way	Plan Designation	Proposed Right-of-way	Lanes	Projected Volumes Full Development ADT	Bike Path Within Right-of-way
Oasis Road:						
- West of Interstate 5	84 feet	Arterial	96 feet	4	15,000	Yes
- East of Interstate 5, west of Shasta View Drive	80 feet	Arterial	110 feet + slope easements	6	24,000	Yes
- East of Shasta View, west of Old Oregon Trail	Varies	Arterial	96 feet + slope easements	4	10,000	Yes
- East of Old Oregon Trail	Varies	Arterial	96 feet +	4	6,000	Yes
Shasta View Drive:						
- North of Oasis Road	0	Arterial	84 feet + slope easements	2	8,000	Yes
- South of Oasis Road	0	Arterial	96 feet + slope easements	4	14,000	Yes
Churn Creek Road:						
- North of Oasis Road	0 ⁽¹⁾	Arterial	84 feet	4	8,000	Yes
- South of Oasis Road	0	Arterial	84 feet	4	11,000	Yes
Twin View Boulevard:						
- North of Oasis Road	60 - 84 feet	Arterial	84 feet	4	6,000	Yes
- South of Oasis Road	60 - 80 feet	Arterial	84 feet	4	4,000	Yes
- Between existing street section and Leona Avenue	0	Collector	60 feet	2	2,400	
Cascade Boulevard:	60 feet	Arterial	84 feet	4	13,000	Yes
Akrich Street:						
- Between Oasis Road and Pine Grove Avenue	0	Arterial	84 feet + slope easements	4	16,000	Yes
Old Oregon Trail:						
- South of Oasis Road	Varies	Arterial	96 feet + slope easements	4	11,000	Yes
Local Streets	0	Local	56 - 60 feet	2		

(1) There are pending right-of-way dedications as applied to approved tentative subdivision maps.

The plan area also contains an existing network of unimproved private easements and publicly used roads. The lack of paving improvements creates problems associated with dust, erosion, drainage, pedestrian hazards, and maintenance. As development occurs, these roads need to be improved to urban standards, including the acquisition of public right-of-way.

Policies

- (B1) As a condition of development approval, require right-of-way dedication and construction of full or partial street improvements on existing arterial streets and necessary local streets, in accordance with the schedule in Table 3 and per the street sections as depicted in Appendix B.
- (B2) Major developments, such as a single-family subdivision or commercial development on a site containing three acres or more may be required to acquire and improve off-site right-of-way to provide paved access from a public street.
- (B3) Utilize the area plan to establish alignments for the following as part of the subdivision or development approval process:
 - 1. Northerly extension of Shasta View Drive south of the plan area to Oasis Road.
 - 2. Northerly extension of Shasta View Drive from Oasis Road to a future collector street connecting Twin View Boulevard to Leona Avenue.
 - 3. Easterly extension of Pine Grove Avenue to Akrich Street.
 - 4. Northerly extension of Churn Creek Road from south of the study area to Twin View Boulevard.
 - 5. Realignment of Cascade Boulevard and its intersection with Oasis Road to the west.
 - 6. Realignment of Twin View Boulevard and its intersection with Oasis Road to the east.
- (B4) Establish a benefit fee system encompassing both City and County jurisdictions for those developments not adjacent to but benefitting from development of an arterial street system to contribute to off-site improvements to the arterial system, including widening, signalization, and overcrossings.
- (B5) Where feasible, direct access from an arterial street shall be prohibited from residential lots and restricted from other uses; local street access shall be provided for those properties fronting an arterial.
- (B6) The City and County shall assist in the formation of assessment districts to upgrade existing substandard width and unimproved roads.

(B7) Access to commercial districts shall be discouraged through or adjacent to residential districts.

(B8) The following intersections should be planned to be signalized:

- (1) Cascade Boulevard - Oasis Road
- (2) Twin View Boulevard - Oasis Road
- (3) Churn Creek Road - Oasis Road
- (4) Gold Hills Drive - Oasis Road
- (5) Shasta View Drive - Oasis Road
- (6) Oasis Road - Old Oregon Trail

(B9) The Oasis Road overcrossing of Interstate 5 should be widened to the equivalent of a five-lane structure. The northbound off-ramp should be widened to allow storage of peak-hour traffic.

(B10) The Pine Grove/Interstate 5 interchange should be evaluated and planned for future expansion by relocation of frontage roads away from freeway ramps. If additional General Plan amendments occur to the east or west of the interchange, the need for a four-lane overcrossing should be studied and the method of financing of the improvements.

(B11) Provide for bike use along arterial streets.

C. SEWER AND WATER

1. Sewer

Sewage disposal in the plan area is either by the City of Redding sewer, the Shasta Dam Area Public Utility District (SDAPUD) within their boundary at Pine Grove Avenue, or by septic tank.

The City has an 18-inch sewer line in Churn Creek and a 15-inch line in Salt Creek, extending from Oasis Road south. A 12-inch line is in Dry Gulch Creek within the Gold Hills property. This line is planned to be extended north in Dry Gulch Creek to a point below Akrich Street to serve portions of the study area that are west of the ridge separating Dry Gulch Creek and Moody Creek. Figure 3 depicts the location of existing City sewer lines and potential extensions. Construction of the regional sewage treatment plant will also enhance the City's ability to provide sewer service to the area. Areas to the east, outside the City's sewer-service boundary, will not be served until the construction of the regional treatment plant.

The SDAPUD presently serves the Pine Grove area and has indicated that they have the ability to serve 50 household equivalents to the east of their boundary.

2. Water

The plan area is provided with water by the City of Redding, the Bella Vista Water District, and the Shasta Dam Area Public Utility District. The majority of the study area is served by the Bella Vista Water District. Figure 4 depicts the service boundaries of the three entities.

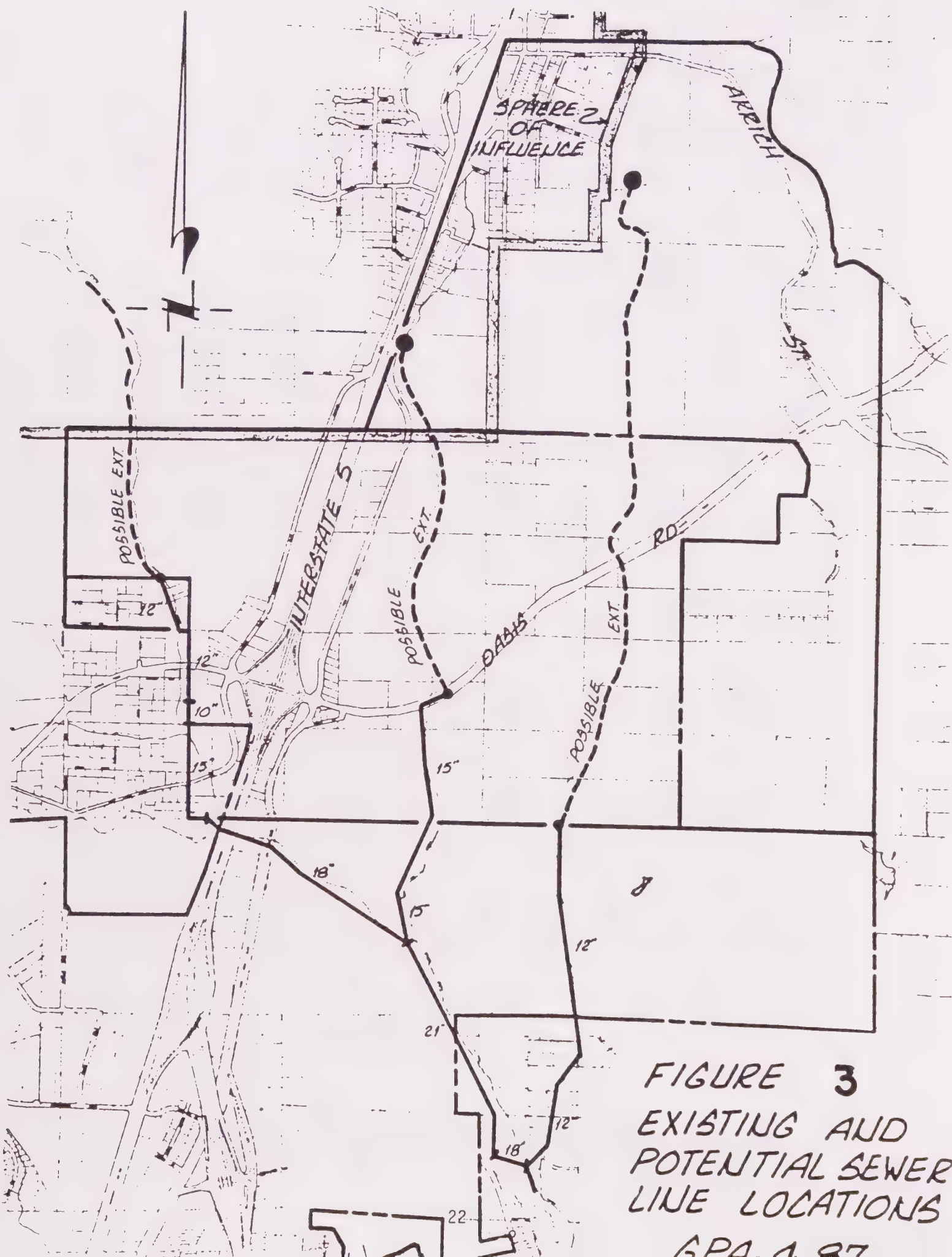


FIGURE 3
EXISTING AND
POTENTIAL SEWER
LINE LOCATIONS
GPA 1.87

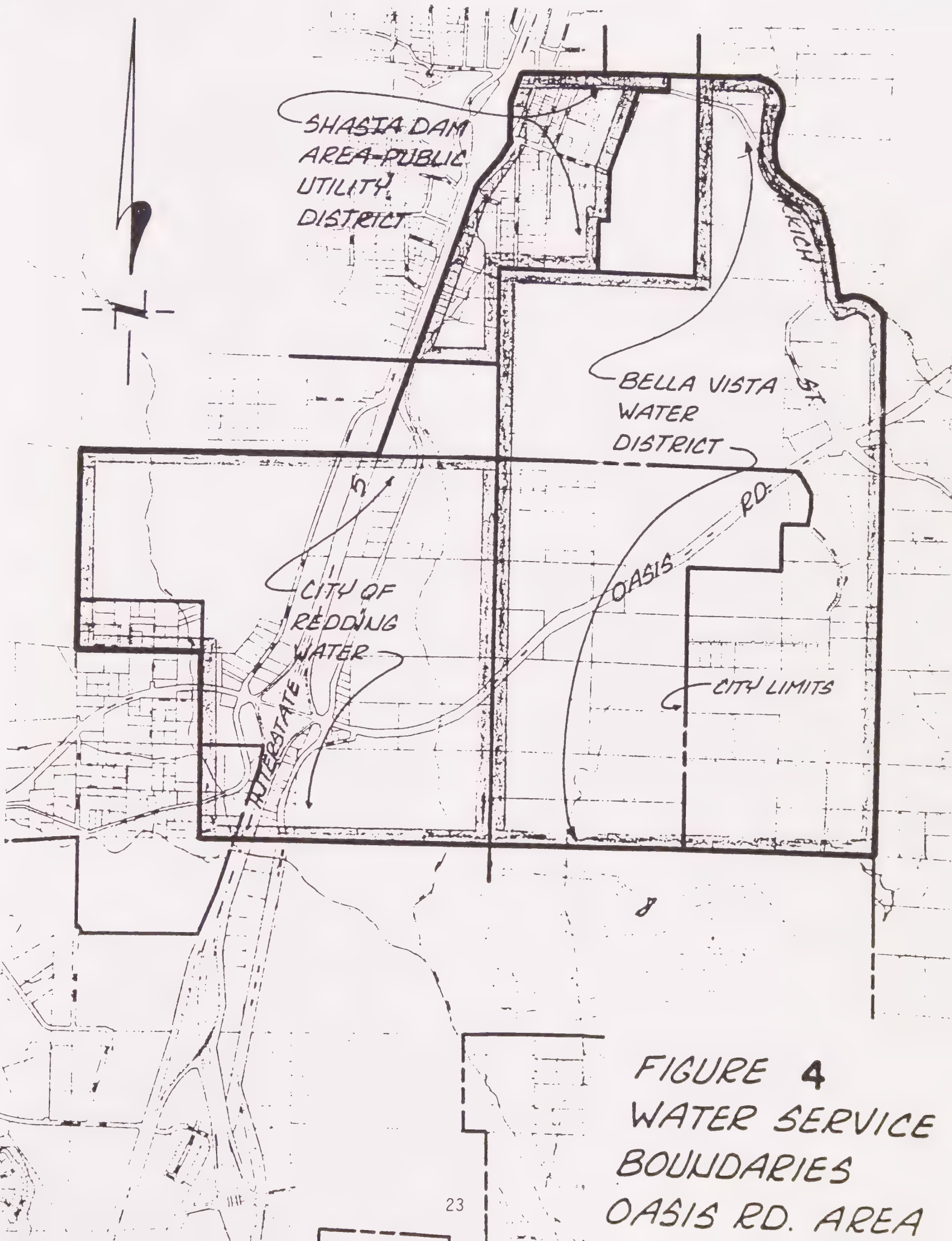


FIGURE 4
WATER SERVICE
BOUNDARIES
OASIS RD. AREA

In the City, water is supplied by the municipal water system. The main sources of water are the Sacramento River via the Municipal Water Treatment Plant on Foothill Boulevard or wells in the Enterprise area. City properties in the study area are within the Buckeye Pressure Zone. The water is pumped from Pump Station No. 3 on Lost Road and Pump Station No. 4 on Benton Drive to the Buckeye storage tanks. Water is then gravity fed to the study area. The City has an eight-inch line in Twin View Boulevard, south of its intersection with Oasis Road, a six-inch line in Cascade Boulevard, and an eight-inch line in Old Oasis Road that crosses Interstate 5 in Churn Creek. A 12-inch line running north-south between Salt Creek and Interstate 5 is planned to serve the area. Also planned is a 12-inch line in Twin View Boulevard north of Oasis Road.

The source of water for the Bella Vista Water District is also the Sacramento River. The District's pumping plant is located north of State Highway 299 East and west of Interstate 5 and their water treatment plant is located north of the Mount Shasta Mall, adjacent to the Tanglewood Village planned development. From the treatment plant, water is directed to the Old Oregon Trail pump station where it is pumped to storage tanks located near Mountain Gate, which in turn gravity feeds the study area. The Bella Vista Water District has a ten-inch line in Oasis Road, east of Gold Hills Drive, an eight-inch line in Manzan Oaks Drive, and six-inch to ten-inch lines along various private road easements. The Old Oregon Trail Pump Station currently distributes 6,000 gallons per minute and has a capacity of one million gallons in its reservoir. The District plans to construct another one million gallon reservoir within the next two to three years. According to the General Manager of the Bella Vista Water District, the District will be able to meet both domestic and fire flows within the study area based on the number of units permitted under the County's "Suburban Residential" General Plan designation.

The water source for the Shasta Dam Area Public Utility District (SDAPUD) is Shasta Lake through a contract with the U. S. Bureau of Reclamation. Two intakes in the lake provide water to pumps below the dam. The water is pumped to two storage tanks on the east side of the dam and then conveyed in a gravity system to either the Summit City or Shasta Dam/Central Valley Water Treatment Plants. The treated water then enters the system to serve the District including Pine Grove Avenue which is a part of the study area. A ten-inch line crosses Interstate 5 north of the study area to serve Pine Grove Avenue.

In addition to the primary water supply from Shasta Lake, SDAPUD has contracted with the Bella Vista Water District for secondary emergency water supply. (The pump station is located at the southeast corner of Akrich Street and Akard Park Road.) The District is finalizing plans for the construction of a new water treatment plant near the storage tanks at Shasta Dam. The new plant is expected to be in service by April 1988 and is expected to serve the needs of the District for the next 10 to 15 years. When opened, the two existing treatment plants would be closed down. The District has stated that they are able to meet the domestic and fire-flow demands of the study area properties within their district boundaries; and with the construction of the new treatment plant, their future needs as well.

As Figure 4 illustrates, there are two areas north of Redding water service area limits that are also outside of the Shasta Dam Area Public Utility District or Bella Vista Water District boundaries. One of those two districts would most likely provide water service to these areas.

The Area Plan assumes that the entire study area will eventually be served by sewers tributary to the new regional treatment plant. The plan will require enlargements or additions to the existing City of Redding, Bella Vista Water District, and Shasta Dam Area Public Utility District utility facilities in the study area. New improvements or extensions required within the study area will generally be accomplished as development occurs.

One issue of concern with regard to water supply is the provision of adequate fire flows for urban-type development within the Bella Vista Water District. The District's system has been essentially designed and constructed to accommodate agricultural and rural development demands. For the most part, existing line sizes and pressures would not be sufficient for a fire-protection system.

Policies

- (C1) If public sewer and/or water is not available prior to issuance of a building permit, a sewage disposal permit and/or well permit shall be obtained from the Shasta County Department of Environmental Health. Minimum parcel sizes may need to exceed those established by this plan, in accordance with the requirements of the Health Department.
- (C2) The City and Districts should assist in the formation of assessment districts and establish special benefit fees to fund sewer and water trunk and distribution line extensions within the plan area consistent with Master Water and Sewer Plans. Reimbursement agreements may be another viable means of encouraging extensions and oversizing.
- (C3) No parcel should be allowed to develop without an adequate water source and fire flows available for fire protection as determined by the City or County Fire Marshal and in accordance with ISO for the type and extent of the use proposed.
- (C4) No land division shall be permitted without provision of adequate sewage disposal and water facilities, and street access and street frontage.

D. FLOODING AND DRAINAGE

The plan area is traversed by four intermittent streams, as depicted in Figure 5. Churn Creek, Salt Creek, Moody Creek, and Dry Gulch Creek are all tributaries of the Sacramento River. Tributary to Churn Creek but just outside the area boundary to the west is Newtown Creek.

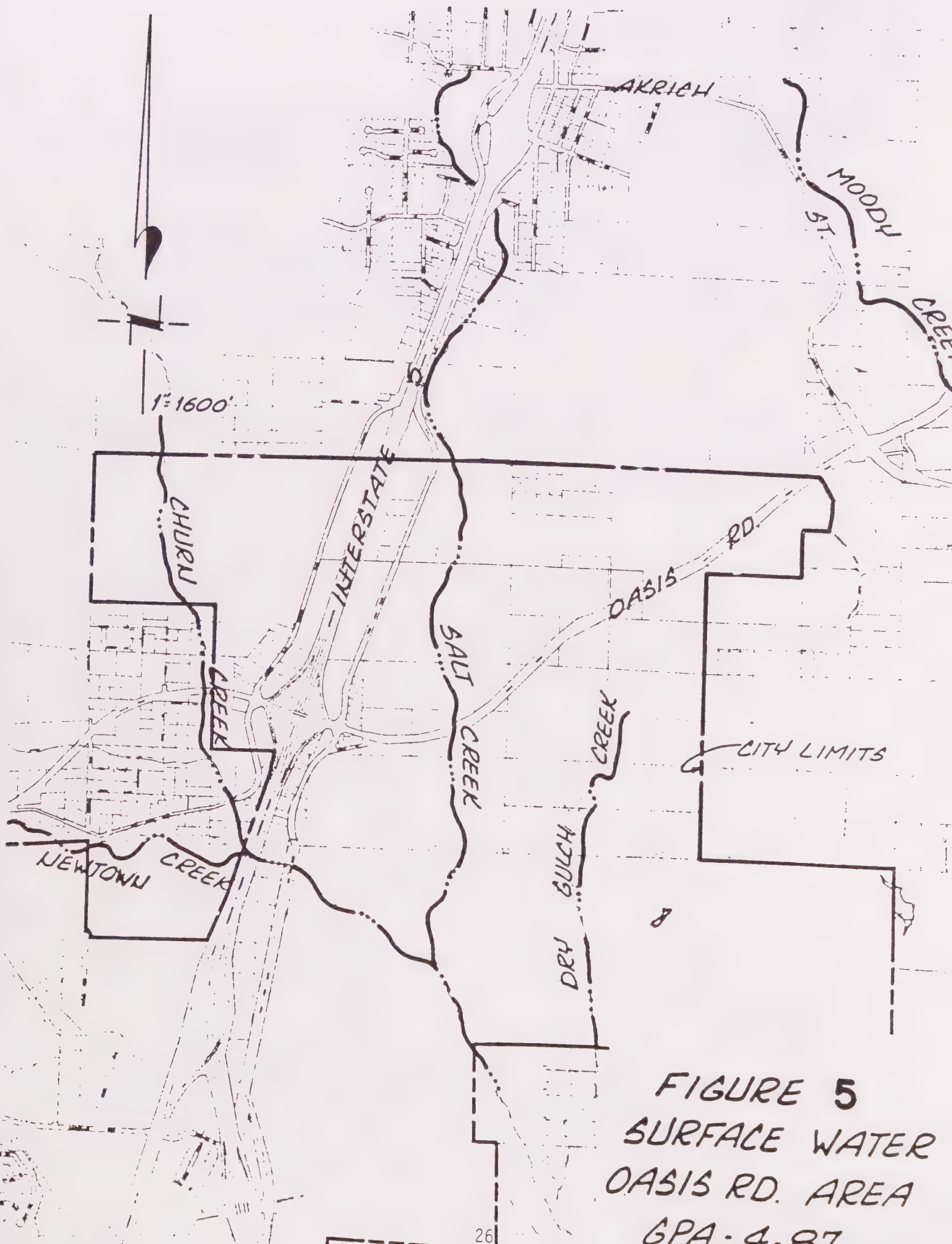


FIGURE 5
SURFACE WATER
OASIS RD. AREA
GPA-4.87

Churn Creek, the main drainage course in the area, ranges in elevation from approximately 2,000 feet above mean sea level at its headwaters down to approximately 400 feet at its confluence with the Sacramento River. The total drainage area tributary to Churn Creek is approximately 42 square miles with approximately one-half of this north of State Highway 299. Moody Creek is tributary to Stillwater Creek south and to the east of the study area and the other streams are tributary to Churn Creek.

The Federal Emergency Management Agency (FEMA) has done floodplain mapping for Churn Creek, Salt Creek, and Moody Creek and the Area Plan delineates "Greenway" along those streams for all identified floodplain areas. Since the 100-year floodplain of Dry Gulch Creek has not been mapped, the plan delineates "Greenway" for the probable floodplain areas.

Policies

- (D1) No structures shall be constructed within the 100-year floodplain of the Area Plan streams as shown on the most current flood insurance rate maps prepared by the Federal Emergency Management Agency. The 100-year floodplain shall be designated on the Area Plan as "Greenway."
- (D2) Dedication of public open space or open-space easements consistent with the "Greenway" designation of the Area Plan shall be required as a condition of development approval on parcels adjacent to the area plan streams.
- (D3) Parcels entirely within a 100-year floodplain creek may be issued construction variances in accordance with the applicable County "F2" Restrictive Flood and City "FP" Floodplain Districts.
- (D4) Any development contributing significant additional direct runoff to the Area Plan streams shall acquire a discharge permit from the Regional Water Quality Control Board prior to issuance of a building permit.
- (D5) Establish a benefit fee system encompassing both City and County jurisdictions, to contribute toward construction of downstream drainage improvements and improvements identified by a master storm-drain plan.

APPENDIX A

MULTIPLE-FAMILY RESIDENTIAL
DESIGN CRITERIA

APPENDIX A
MULTI-FAMILY RESIDENTIAL DESIGN CRITERIA

A. GENERAL BUILDING DESIGN AND ORIENTATION

1. Large multi-family projects (exceeding 75 units) shall incorporate design variation within the project to create a sense of uniqueness and individuality. Large complexes using the same building design, materials, and colors should be avoided.

Design elements which achieve these objectives include: separate clustering of building groups with extensive open-space and landscape buffering between projects; variation in building elevations and configurations between projects; variation in building heights; use of different building materials or combination of different materials; contrasting color schemes between projects.

2. The monotony of straight building lines of all units shall be remedied through limiting the size of individual buildings or units, staggering of units, variation of exterior building materials on adjacent units, use of intensive landscaping, or other methods.
3. Multi-family buildings adjacent to public streets shall be designed and oriented to minimize the likelihood of on-street parking by project residents. Examples of acceptable design and building orientation are:
 - minimize location of main entry doors of units facing the public street;
 - orient ends of building toward public street;
 - break up long buildings containing many units into smaller building clusters or incorporate a breezeway through midsection of a long building which provides closer access to off-street parking area for residents; and
 - locate off-street parking areas between the public street and building (off-street parking area to be located and screened behind bermed landscape setback area - Section B-3).
4. All mechanical equipment (including public utility boxes and particularly exterior wall-mounted air-conditioning units) shall be attractively screened.
5. Buildings shall be designed and oriented to reduce overview of private backyards and patio areas of on-site and adjacent developments and windows from second-story units.
6. Accessory structures shall be compatible in design and materials with main building.
7. Communal facilities shall be centrally located.

8. Recreational facilities shall be located and/or designed so as not to create a nuisance to surrounding units or to impact adjacent properties. Sufficient setbacks, landscaping, and berming between recreation facilities and surrounding units shall be provided to minimize noise and visual conflicts.
9. Site planning shall minimize the incidences of one building shading another.
10. Private outdoor or garden areas shall be oriented to the south as much as possible.
11. The location of second story end unit windows shall be varied to provide variety in exterior unit detailing and designed in such a way as to reduce the incidence of overview into private first floor open space areas.
12. A minimum building setback of 50 feet shall be utilized on multiple-family projects from interior and rear property lines abutting existing or future low-density residential developments where two-story structures are proposed. A minimum setback of 25 feet shall be required where single-story structures in multiple-family projects abut existing or future low-density development.

B. OFF-STREET PARKING DESIGN CRITERIA

1. For the convenience of tenants and guests, and to encourage the use of off-street rather than curbside parking and parking along private drives, parking spaces shall be located as close as possible to the unit or communal facility it is intended to serve.
2. To discourage parking on the street and along private on-site drives, physical barriers such as landscaping, berming, or wall segments shall be incorporated into the project design.
3. Off-street parking shall be screened from the street by undulating landscaped berming with a minimum three-foot height (as measured from either the parking surface or street sidewalk, whichever is higher).
4. Surface parking areas and carport roofing shall be screened from second-story units by trees or lattice and trellis work.
5. The setback from interior side and rear property lines shall be 10 feet for open stalls and 15 feet for carports.
6. Evergreen trees shall be used for screening purposes along the perimeter of parking areas.
7. Particularly within large open lots, deciduous trees should be utilized to provide summer shading and winter sun.

8. There shall be a ratio of at least one tree for every five parking spaces planted throughout or adjacent to open and covered parking areas. Rows of parking stalls, either open or covered, shall be broken up by a tree planting approximately every ten spaces.
9. The parking stall depth may be reduced by two feet, if:
 - a. The two feet gained is incorporated into adjacent landscaping or walkways.
 - b. For angled parking, the triangular space at the head of each stall is landscaped (as a planter when abutting a sidewalk or incorporated into adjacent landscaped strips).
10. The more efficient 90-degree parking arrangement shall be utilized when possible, so as to minimize parking lot size.
11. For the most part, double-loading off parking aisles should be utilized to minimize surfacing devoted to maneuvering area.

C. ON-SITE CIRCULATION

1. Minimum pedestrian/vehicle conflict should be sought in driveway/walkway system design.
2. A display and unit location map shall be installed at each major driveway entrance and any major walkway entrance to the project as an aid to emergency personnel and a convenience to visitors. An auto turnout lane shall be provided adjacent to directory map to eliminate blocking of driveway entrance.
3. Walkway location shall assure convenient access between parking and dwelling units.
4. Central pedestrian/bike paths shall provide convenient access to bus stops, green belts, and public facilities.
5. Pedestrian crossings shall be provided at appropriate locations along main drives and shall be accentuated by a change in surface textures.
6. Walkway connections between buildings and street sidewalks are discouraged if they encourage on-street parking by residents.

D. BICYCLE STORAGE

1. One bicycle parking facility is required for every ten off-street parking spaces required, excluding developments which provide individual enclosed garages.
2. Bicycle racks and lockers shall be provided throughout the development.

E. LANDSCAPE AND OPEN SPACE

1. Landscape materials selected shall be:

- a. Compatible with one another and with existing material on the adjacent site.
- b. Complimentary to building design and architectural theme.
- c. Varied in size (1 and 5 gallon shrubs, 5 and 15 gallon, and 24-inch box trees).

2. Landscape treatment shall include:

- a. The major treatment for all setback areas shall be lawn ground cover and trees. At least 50 percent of the ground-cover treatment within landscaped areas within the entire project shall be lawn. Lawn areas shall be established by sodding or hydromulching when conditions such as excessive gradient, anticipated seasonal rain, etc., may result in erosion or other problems.
- b. Larger specimens of shrubs and trees along the site periphery, particularly along setback areas adjacent to public streets.
- c. Greater intensity of landscaping at the end of buildings or along blank walls when those elevations lack window and door openings or other details that provide adequate visual interest. This is especially significant at the street frontage and interior side and rear property lines and for two-story structures.
- d. Consistency with energy conservation efforts.
- e. Trees located so as to screen parking areas and private first floor areas and windows from second-story units.
- f. Undulating landscaped berms located along street frontage and achieving a minimum height of three feet measured off the street sidewalk or the adjacent building pad or parking lot, whichever is higher.
- g. Deciduous trees shall be utilized along the south and west facing building walls to allow solar access during the winter.
- h. For crime deterrent reasons, shrubs planted below first floor windows should be of a variety which has thorns and/or prickly leaves.
- i. Large growing street trees (preferably deciduous) shall be planted within the landscape setback areas adjacent to all public streets as a means of reducing outdoor surface temperatures during summer months and to provide a visual buffer between the units and public street.

3. Landscaping of parking areas is discussed in Section B.

F. TRASH ENCLOSURES

1. The walls of the trash enclosure structure shall be constructed of solid masonry material with decorative exterior surface finished compatible to the main residential structures. Split face concrete block finish is recommended. Brick or tile veneer exterior finish should be avoided.
2. The trash-enclosure structure shall have decorative heavy gauge metal gates and be designed with cane bolts on the doors to secure the gates when in the open position.
3. The trash enclosure facility shall be designed to allow walk-in access by tenants without having to open the main enclosure gates.
4. The walls shall be a minimum six feet in height, more if necessary for adequate screening.
5. The perimeter of the trash-enclosure structure shall be planted with landscaping, including a combination of shrubs and/or climbing evergreen vines.
6. The trash enclosure size and location shall be in accordance with the City of Redding trash-enclosure standards.
7. Trash enclosures should be covered by an arbor, raised roof, or other architectural treatment compatible with the project.
8. Driveways shall be built to carry sanitation trucks without breaking down.
9. The enclosures shall be adequate in capacity, number, and distribution to serve the needs of the project.

G. SIGNAGE

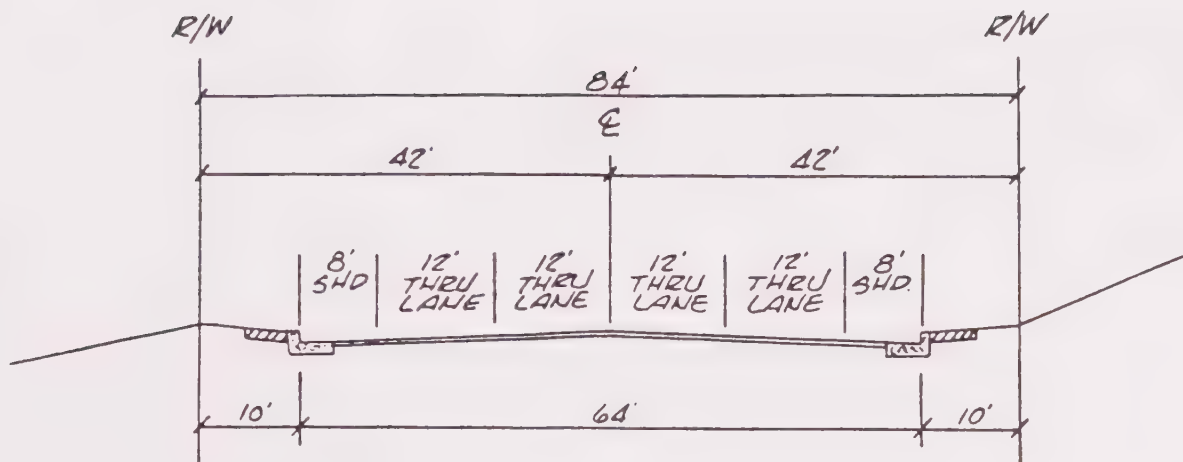
All signage shall comply with the City Sign Ordinance.

H. BUILDING SECURITY

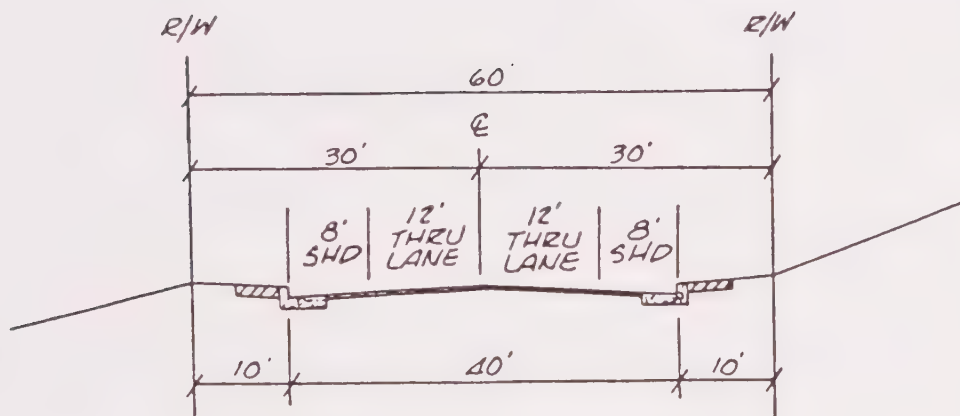
Building security devices shall be provided in accordance with Chapter 16.09 of the Redding City Code.

APPENDIX B

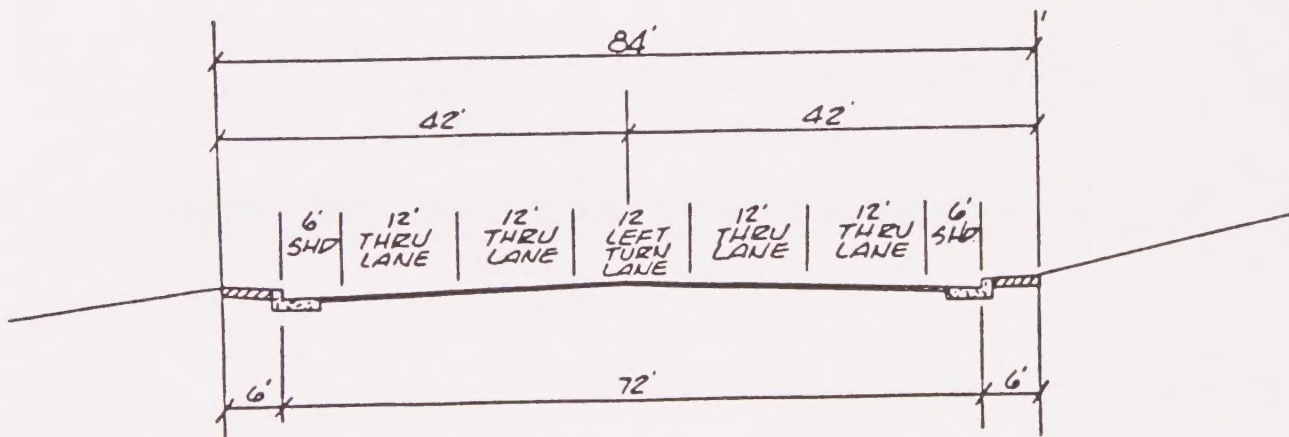
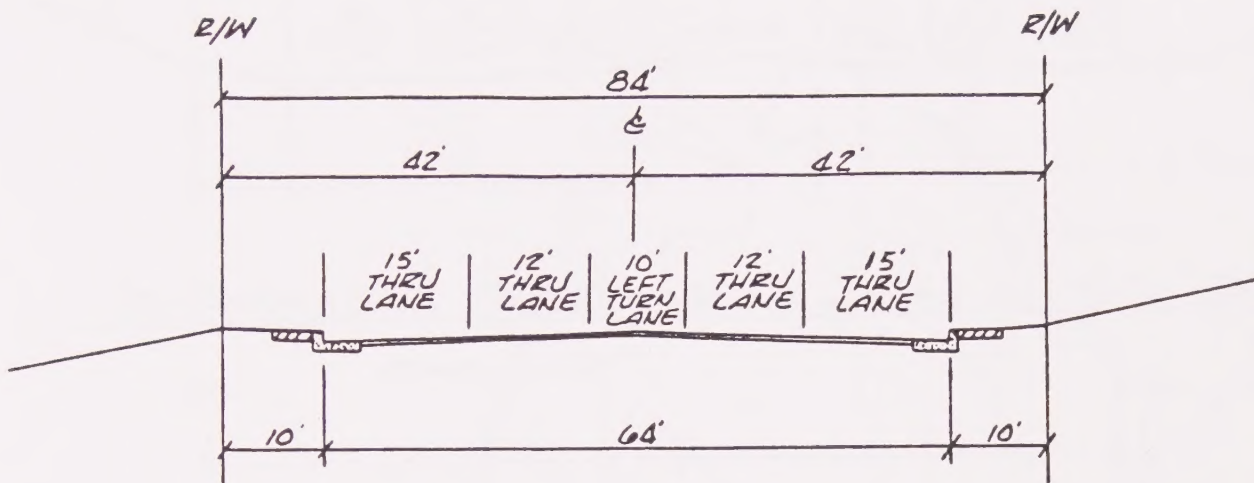
PROPOSED STREET CROSS-SECTIONS



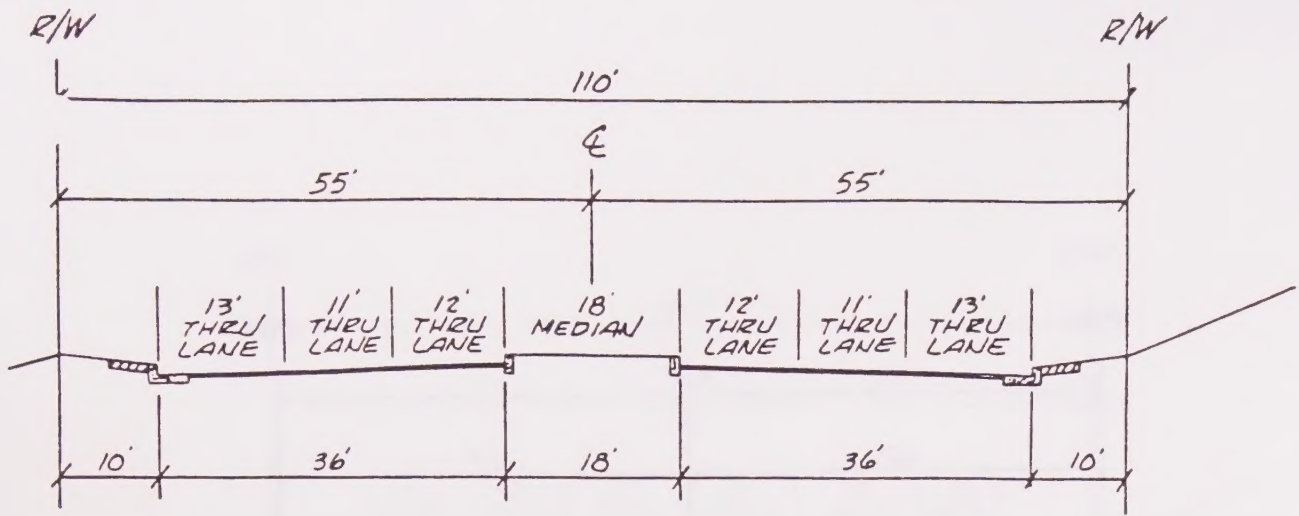
84' R/W COLLECTOR STREET STANDARD - 4 LANES



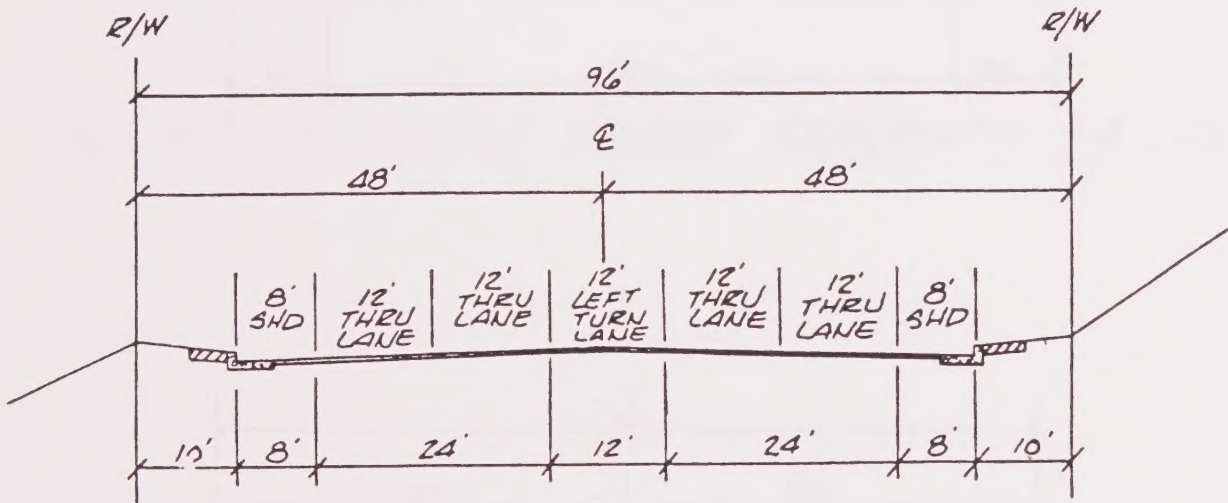
60' R/W LOCAL-COLLECTOR STANDARD - 2 LANES



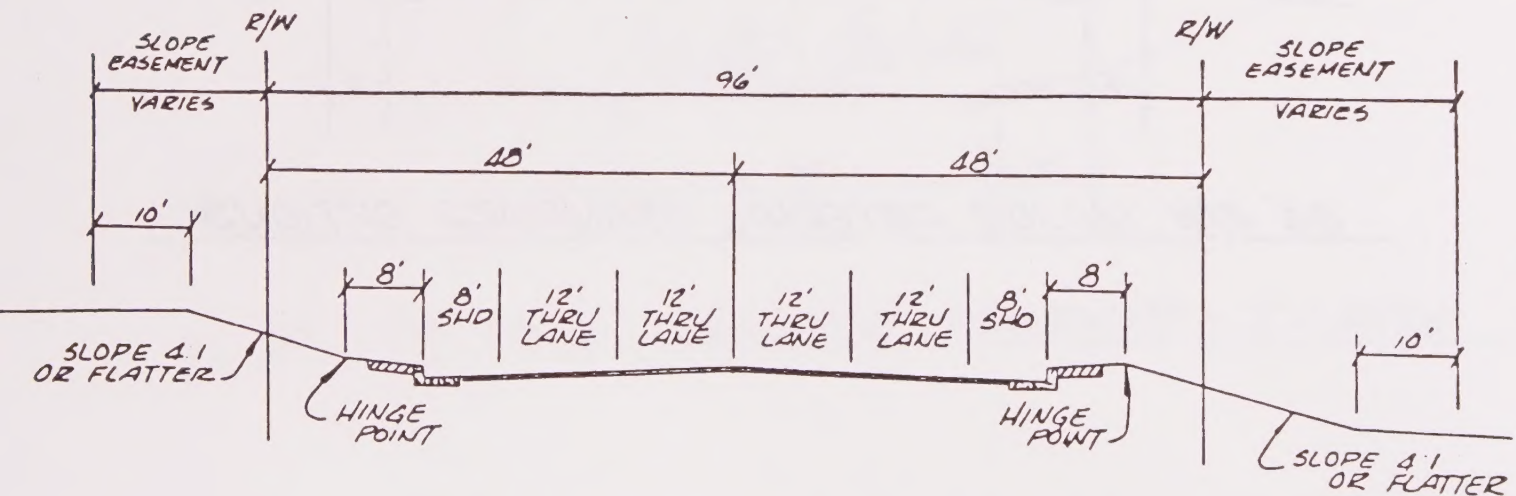
84' R/W MAJOR ARTERIAL STANDARD OPTIONS



110' R/W 6 LANE EXPRESSWAY THROUGHFARE



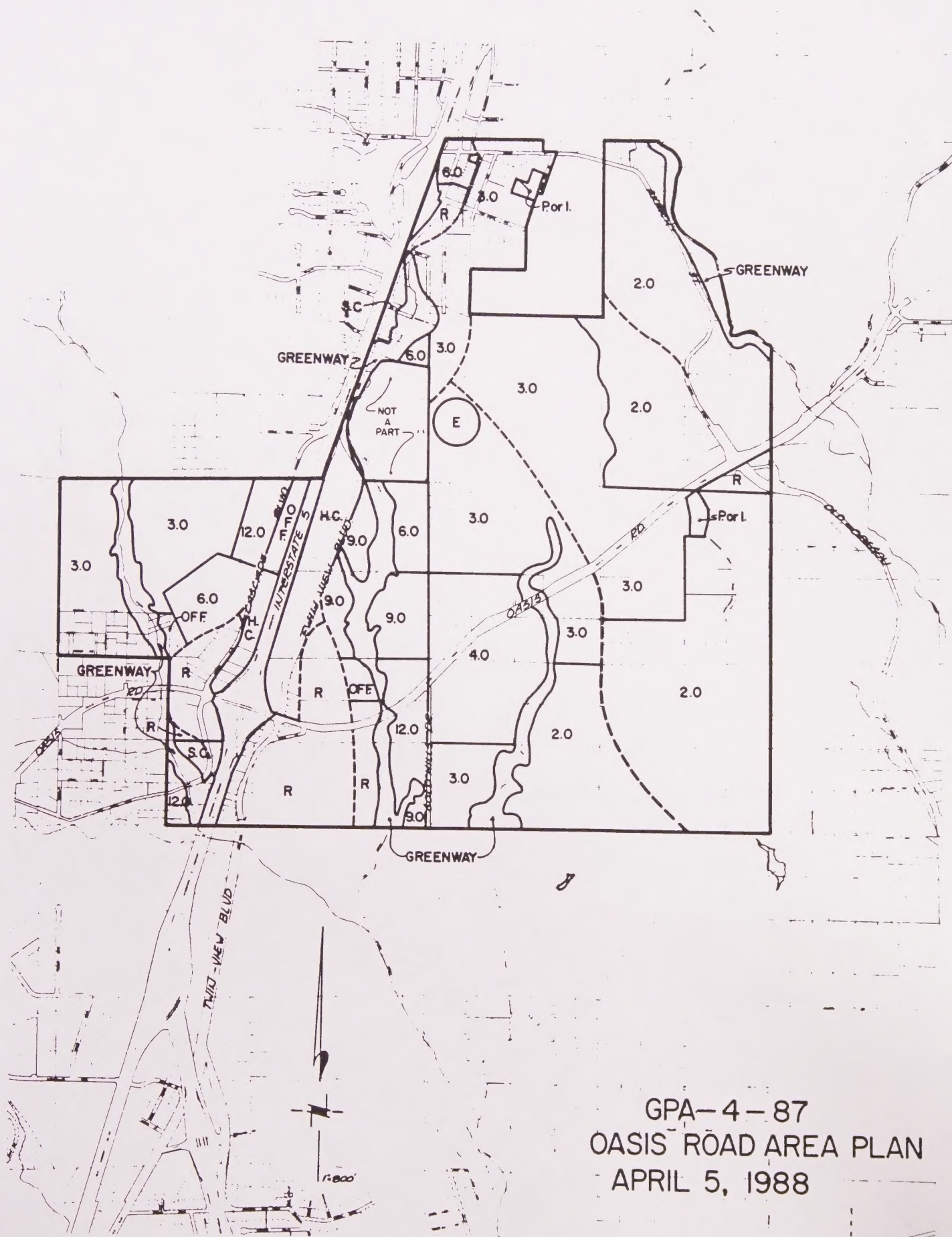
96' R/W MAJOR ARTERIAL THROUGHFARE STANDARD



96' R/W MAJOR ARTERIAL THROUGHFARE STANDARD
IN TERRAIN WITH MODERATE RELIEF



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GPA-4-87
OASIS ROAD AREA PLAN
APRIL 5, 1988

